

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4296.

號九月四年七十七百八千一英

HONGKONG, MONDAY, APRIL 9, 1877.

日六廿月二年丑丁

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTH, Ludgate Circus. R. C. BATES, RENDY & Co., 4, Old Jewry. E. C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

CHINA:—SWATOW, QUELON & CAMPERDOWN, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDER & Co., Shanghai. LAM, CRAWFORD & Co., and KELLY & WALSH, Manila, C. HAINES & Co., Macao, L. A. DA GRAGA.

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.  
RESERVE FUND, \$500,000 Dollars.

#### COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.  
Deputy Chairman—F. D. SASSOON, Esq.  
E. R. BELLION, Esq. WILHELM REINERS, Esq.  
W. H. FORBES, Esq. ED. TOBIN, Esq.  
DON. W. KESWICK. A. McIVAN, Esq.

#### CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager,  
Shanghai, . . . EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

### HONGKONG.

#### INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, March 29, 1876.

## Notices of Firms

### NOTICE.

MR. DALTON SAYLE was admitted a Partner in our Firm on the 31st of July, 1876.

SAYLE & Co.  
Hongkong, March 16, 1877. ap16

### NOTICE.

WE have this Day Established a Branch of our Firm at SHANGHAI under the Management of Mr. ALFRED F. O. KRAUSE, who will sign for us by Procuration.

CARLOWITZ & Co.  
Canton and Hongkong, April 1, 1877.

### NOTICE.

MR. EDWARD BURNIE will Conduct the Business of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS, Solicitor to Local Offices, and Lloyd's Register of Shipping,  
2, Club Chambers,  
Hongkong, March 17, 1877. ap18

### UNION INSURANCE SOCIETY OF CANTON.

### NOTICE.

DURING the Temporary Absence of the Undersigned, Mr. EDWARD MOORE will act as Secretary of the Society in Hongkong.

By Order of the Board of Directors,  
N. J. EDE, Secretary.  
Hongkong, April 2, 1877. ap17

### VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRICKSHANK, Manager.  
Hongkong, September 21, 1876.

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Store-keeper, to sell by Public Auction, on

### WEDNESDAY,

the 11th April, 1877, at 11 o'clock a.m., at H. M. NAVAL YARD,—

SUNDRY NAVAL & VICTUAL-LING STORES, comprising: Old Iron, Hoses, Glass, Lignum-vite, and India Rubber, Washing and Ice Making Machines, Galvanised Iron Baths, Provisions, Clothing Implements, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.  
Hongkong, April 6, 1877. ap11

### PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

### THURSDAY,

the 12th April, 1877, at 2 o'clock p.m.,—

ON THE SPOT  
(Unless previously disposed of by Private Sale),

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 54, comprising 10,000 square feet, measuring from North to South 100 feet, and from East to West 100 feet, with a substantial Brick Dwelling House and Out-houses built thereon, known as "Carlton House." Annual Crown Rent, \$131.40.

And,  
That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 160 feet, and from East to West 40 feet, with a substantial Brick Godown built thereon.

That Piece or Unbuilt Levelled GROUND, attached to the above Lot, and Registered in Land Office as same Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 160 feet, and from East to West 40 feet. Annual Crown Rent, \$185.08, for Inland Lot No. 768.

TERMS:—One-half of the purchase money to be paid on the fall of the hammer, and the remainder on completion of the Deed of Transfer. The Buildings will be at purchaser's risk after the fall of the hammer.

Hongkong, March 13, 1877. ap12

## Intimations.

### DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION:  
8 a.m. to 4 p.m.  
No. 1, Alexandra Terrace.  
Hongkong, April 4, 1877.

### TO THE MERCHANT COMMUNITY OF HONGKONG.

GENTLEMEN.—We have always been of opinion that to conduct business properly and amicably a regular system should be established whereby goods can be paid for by an acknowledged rule fair to everybody. You are no doubt aware that for years past the dollar question has been a very troublesome one. Dollars are imported into the Colony from various sources and of various standards. The Government of Hongkong, in conjunction with the High Officers of Canton, have issued notices ordering Chinese to receive the American and the Mexican dollars in payment for goods irrespective of weight; they are accordingly used here without any difficulty, but the Chinese Merchants of other Ports come here, and they will only pay for their goods in dollars at current rate, or by weight. We sometimes offer dollars, in payment of business transacted, to foreign firms, but although good, they are declined. Traders from other parts are kept away from doing business in the Colony on this account, hence the great dullness of trade at present. With a proper system we feel confident the trade, which is daily dwindling down, will be revived. We ask you, Gentlemen, to consider the matter and call a meeting to devise some settlement of this question, whereby both Foreign and Chinese Merchants will be on the same footing. Dollars of all descriptions, unless spurious, can be used here, if by weight; it does not matter if they are old or new to us "weight" seems the fairest and simplest plan. We beg, Gentlemen, to ask your advice on this matter, and ask you to settle this question at once and for good, and offer you every assistance we can give you on our part in discussing the matter as publicly as possible.

FROM THE CHINESE COMMUNITY OF HONGKONG,  
Hongkong, April 4, 1877. ap19

## Intimations.

### THE MEDICAL HALL.

37, Queen's Road, Hongkong.  
ESTABLISHED 1853.  
TH. KOFFER, Proprietor.  
Hongkong, April 28, 1876. ap28

## HONGKONG.

### Chs. J. GAUPP & Co.

WATCHMAKERS & JEWELLERS,  
38, Queen's Road,  
NAUTICAL INSTRUMENTS,  
CHRONOMETERS,  
&c., &c., &c.,  
Carefully Repaired, Cleaned and accurately rated under guarantee.  
All Repairs in the above line done at reasonable rates and with despatch.  
Hongkong, May 1, 1876. tl

## NOTICE.

LANE, CRAWFORD & Co. have been Appointed SOLE AGENTS for China and Japan, for JOSEPH STARKY, LONDON, Manufacturer of Gold and Silver Laces, Embroidery, &c., and Military and Naval Appointments of every Description.

A Stock of these Goods will be kept on hand, for the Regiments stationed here, as well as for the ENGLISH and AMERICAN NAVIES.  
Hongkong, March 14, 1877. ap14

## NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE Co., of 20, Old Broad Street, LONDON.  
By Order of the Proprietors,  
WILLIAM HUNT, Secretary.  
137, Leadenhall Street, LONDON,  
1st January, 1877.

THE MARINE INSURANCE Co.  
20, Old Broad Street, LONDON,  
1st January, 1877.  
ESTABLISHED 1836.  
CAPITAL, £1,000,000 STERLING.  
RESERVE FUND, £234,000

WITH Reference to the foregoing Advertisement, THE MARINE INSURANCE Co. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT Co., and has Appointed Mr. A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors,  
ROBERT J. LODGE, Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE Co. by any First Class Steamer.

A. McIVER, Agent of the Marine Insurance Co. of London.  
Hongkong, February 16, 1877. au17

## Now Ready.

### THE CHINA REVIEW

No. 4, Vol. V.  
Annual Subscription, Six Dollars and a Half.

#### CONTENTS.

Essays on the Chinese Language, (Continued from page 182.)  
Deer Stalking in China.  
Chinese Dentistry.  
Chinese Intercourse with the Countries of Central and Western Asia during the Fifteenth Century, Part II. (Continued from page 182.)  
A Legend of the Peking Bell-Tower.  
A Chinese Fombook.  
The Law of Inheritance.  
A Chinese Dictionary in the Cantonese Dialect.  
Short Notices of New Books and Literary Intelligence.  
Notes and Queries.—  
A Chinese Dictionary in the Cantonese Dialect.  
"Watching Spirits."  
Chinese Folk-lore.  
Yin and Yang, according to Aristotle.  
Plain English.  
Goethe's "Werther" in China.  
Chinese Music.  
White Ants.  
Books Wanted, Exchanges, &c.  
Dines Mail Office,  
Hongkong, March 20, 1877.

## Intimations.

### PACIFIC MAIL S. S. COMPANY.

ON SATURDAY, the 7th Instant, the COMPANY'S OFFICES will be REMOVED to our Premises No. 9, Praya Central.

RUSSELL & Co.,  
Hongkong, April 5, 1877. ap12

G. O. ROGERS, DENTAL SURGEON,  
No. 7, ARBUTHNOT ROAD,  
BEGS to inform his Friends that he intends being ABSENT from HONGKONG for Six or eight Weeks, leaving early in APRIL.  
Hongkong, March 12, 1877.

KWONG HING CHEUNG & Co.,  
COAL MERCHANTS,  
Have always on hand for Sale every description of COAL at Moderate Prices.  
Mr. AYON has been appointed Manager, and all Orders addressed to him at 97, Praya, or to Mr. FAY JACK, at 30, Ring Lung Street, will receive immediate attention.  
Hongkong, March 18, 1877. ml19

## NOTICE.

NEITHER Captain FORBES nor the AGENTS or OWNERS of the American Barque "GARIBOLDI," will be RESPONSIBLE for any DEBTS contracted by the Crew.

JARDINE, MATHESON & Co., Agents.  
Hongkong, February 28, 1877.

## To Let.

### TO LET.

NO. 3, PRICHARD TERRACE, ELGIN STREET, with Immediate Possession.  
Apply to  
LANE, CRAWFORD & Co.  
Hongkong, February 7, 1877.

### TO LET.

HOUSE No. 7, Caine Road, lately occupied by Mr. PARKER.  
House No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD.  
Business Villa, Pok-foi-lun, Furnished.  
DAVID SASSOON, SONS & Co.  
Hongkong, February 15, 1877.

### TO LET.

THE Upper Portion of Nos. 42 and 44, Queen's Road.  
The Dwelling House No. 2, Gough Street.  
Apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, November 17, 1876.

### TO BE LET.

THE PREMISES No. 39, Queen's Road, at present in the occupation of the BORNEO COMPANY.  
TURNER & Co.  
Hongkong, February 6, 1877.

## For Sale.

### FOR SALE, AT CANTON.

A STEAM COTTON MILL, well adapted for Working Native COTTON, either Ningpo or TIENTSIN. Capable of Making 800 lbs. of Yarn in 12 hours, consisting of:—

Steam Engine and Boiler 18 Horse Power  
Nominal, 1,280 Spindles, 12 Carding and 2 Drawing Machines, 1 Speeder 18 Spindles, 1 Stretcher 80 Spindles, 1 Lap Machine, 1 Cotton Gin, Bobbin, &c., with Shafting and Belting Complete.

For Further Particulars and Terms of Sale, apply to  
RUSSELL & Co.  
Hongkong, March 14, 1877. ap14

### FOR SALE.

BY TENDER, the whole Stock-in-Trade of the TAKU TUG AND LIGHTER COMPANY, consisting of the following Steamers:—  
Carrying Capacity.  
Steam Tug and Lighter *Argentine*, 3,500 po.  
Pathfinder, 1,900 "  
Steam Tug *Orphan*, " "  
Little *Orphan*, " "  
Tenders will Receive immediate attention.  
Apply to  
TAKU TUG & LIGHTER Co.,  
Taku,  
Taku, March 12, 1877. ap30

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By EDWARD JOHN EYRE, Ph.D. Tübingen.

Price: Two Dollars and a Half.  
To be had from Messrs. LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs. KELLY & WALSH, Shanghai.  
Hongkong, February 9, 1877.

## For Sale.

FOR SALE,  
THE IRON SCREW STEAMER  
"ALBANY."

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBBIE & Co., under special survey of LLOYD'S, and Her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1876, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG and WHAMPOA DOCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 1/2 inches.

GROSS TONNAGE.—550 Tons.  
CLASS.—Built to Class 100 A at Lloyd's. Rig.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 625 tons Measurement (40 feet).

DRAFT.—Light 9 feet; Loaded 12 1/2 feet.

SPEED.—Eight knots on consumption of 8 1/2 to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

## MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 30 Horse Power nominal; High Pressure Cylinder 26 inches, and Low Pressure Cylinder 45 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

## MORRIS & RAY.

Hongkong, March 29, 1877.

## FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra SURFACE CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Squire, Manila.

Particulars may be obtained on application to  
MORRIS & RAY.  
Hongkong, March 29, 1877.

## HONG LISTS.

Circular, large sheet.  
THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.  
At the "China Mail" Office.

## FOR SALE.

CUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS.  
Apply to  
SIEMSEN & Co.  
Hongkong, June 22, 1876.

## NOW READY.

FENG-SHUI, or, THE FUNDAMENTS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. EYRE. One Volume. 8vo. Price, \$1.50.

BUDDEISM, ITS HISTORY, THEORY AND PRACTICE. In three Lectures. By Dr. E. J. EYRE. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs. LANE, Crawford & Co.  
Hongkong, July 21, 1873.

## Shipping.

### Sailing Vessels.

### FOR LONDON.

The British Ship  
"ANGLO SAXON,"  
C. HARRINGTON, Master, will load here and have immediate despatch.

For Freight, apply to  
MEYER & Co.  
Hongkong, March 2, 1877.

## Shipping.

### Sailing Vessels.

### FOR MANILA.

The Spanish Bark  
"TERESA,"  
ORRADA, Master, will be despatched for the above Port on or about the 20th Instant.

For Freight or Passage, apply to  
SIEMSEN & Co., Agents.

Hongkong, April 3, 1877.

### FOR SAN FRANCISCO.

The Russian Bark  
"RURIK,"  
BURGELAND, Master, will have quick despatch as above.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, April 5, 1877.

### FOR NEW YORK.

The A 1 American Ship  
"MYSTIC BELLE,"  
PLUMER, Master, will load here and will have quick despatch as above.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, March 10, 1877.

### FOR NEW YORK.

The A 1 American Ship  
"MANEAR,"  
W. TAYLOR, Master, will load here, and will have quick despatch as above.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, February 15, 1877.

### FOR MANILA (DIRECT).

The Spanish Schooner  
"NUEVO CONSTANTE,"  
URRANTE, Master, will have quick despatch as above.

For Freight or Passage, apply to  
REMEDIOS & Co.  
Hongkong, April 5, 1877.

### FOR BATAVIA & SAMARANG.

The British Bark  
"MARQUIS OF ARGYLL,"  
Captain McNAUL, will load here for the above Ports, and will have quick despatch.

For Freight or Passage, apply to  
HOP KEE & Co.  
Hongkong, April 7, 1877.

## Notices to Consignees

### COMPAGNIE DES MESSEAGERIES MARITIMES.

### S. S. IRAQUADDY.

### NOTICE.

CONSIGNÉES of Cargo per S. S. *Copernic*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 11 o'clock To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Tuesday, the 10th Inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUET, Agent.  
Hongkong, April 5, 1877. ap10

### FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Japan*, Captain H. DU POUET, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co., Agents.  
Hongkong, April 4, 1877. ap11

### FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Argyll* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature to the Und







No. 4296.—APRIL 9, 1877.]

detailed in another column, for the year ending March, 1877, appears an item of £10,400 for the Yunnan Mission, to be repaid by the Chinese Government. Costs generally follow the verdict, but we trust in this case the verdict will follow the costs.

The Messageries Maritimes intend to despatch the *Volga* from London, to Yokohama, calling at the intermediate ports in the Straits and China.

We understand that tenders have been invited by the Directors of the P. and O. Company for the construction of steamers of 3,500 tons, with a speed of fifteen knots.

It has been stated by the Earl of Derby that the Convention entered into by Sir Thomas Wade has not yet been ratified. A deputation from the Associated Chambers of Commerce waited upon him on the 27th ult., when Mr Ashworth, one of the gentlemen composing it, asked whether the Treaty had been ratified. Lord Derby's reply was that it had not. It was under consideration, and Sir Thomas Wade had been requested to prepare a memorandum upon the whole subject, giving in full his reasons for every concession he had made. The answer is significant, and is satisfactory as showing that the Government will not be induced to give up any rights already existing under Treaty, without being fully satisfied of the justice or advantage of doing so. The clause which will be most carefully scrutinised is no doubt that relating to the Leken and other internal taxation.

Hamburg, Feb. 27.—Since my last report shipping has been rather slack, and especially the arrivals from Transatlantic ports fell short. This, however, is to be attributed to the very soft winter which allowed the vessels instead of waiting in English ports for the reopening of shipping to come here right away at a time when after the usual run of things the river would have been full of ice. As arrivals from the Far East we have to register the *Galathea*, s.s., Captain Boehme, from Shanghai, &c.; *Peccara*, s.s., from Tahiti (Friendly Islands), and *Motis*, s.s., from Bangkok, the latter after having been repaired at St. Helena, where she had put in leaky. Of departures we can only report the *Ferona*, Captain Schultz, for the usual route to Penang, Singapore, and China. On the 28th ult. the *Galathea*, s.s., for Penang, &c.; *Anna*, s.s., for Singapore, &c.; *Nordvest* (Norwegian barque), for Adolph, Horn (German barque), first voyage, both for Hongkong; and *Bernhard Carl*, Luaders, for Japan. In other directions only thirty-two vessels are on the berth, certainly not sufficient number to encourage the German trade.

The First Lord of the Admiralty has awarded a vacant good service pension of £300 per annum to Vice-Admiral Sir Charles Shadwell, K.C.B., F.R.S., who was Commander-in-Chief on the China station from 1871 until 1875. The Chinese gunboat *Gamma* and *Delta* have been detained at Plymouth by bad weather. Mr Campbell, the agent of the Chinese Government, finally despatched them on the 28th ult. The Chinese Envoy and his suite will be present at the Drawing Room which will be held by the Queen this day.

Peru.—Congress has recommended the Executive to establish a steamship line for the introduction of free Chinese labour into the Republic. The objection of Congress to the contract previously proposed was that the Government undertook what Congress alone could sanction.

## THE NAVIGATION OF THE HAINAN STRAITS.

The following Instructions supplied by Captain Cooke, of the Chinese gunboat *Ling-Feng*, in May, 1876, together with the following additional directions supplied by Commander Cochrane, R.N., of H.M.S. *Lily*, in March, 1877, for entering the Hainan Straits, are published in the Government Gazette:—

SUGGESTIONS BY CAPTAIN COOKE, OF THE CHINESE GUNBOAT "LING-FENG" FOR ENTERING THE HAINAN STRAITS FROM THE EASTWARD.

It is dangerous to make the land in thick weather, or at night, as sand banks extend 20 miles North-east of the head.

Make Hainan Head on a S. 60° W. bearing, steer for it until about six miles from it. Then steer a North-westerly course until Po Chui Pagoda is well open of Hainan Head bearing S. 40° W. Pass about four miles North of the Head. Then curve out, keeping eight miles North of the land until the Hummocks bear S.S.W., when run in for Ho-how Bay, passing outside the Fishing Stakes.

The conspicuous marks on the land are as follows:—  
Mo-fou, high, bold, and large—makes an island, is often mistaken for one of the Ta Ya Islands, which are comparatively small.

Hainan Head, moderately bold land, with a distinctly marked Dome on its end. The Head has rocks extending about five miles to the Eastward of it.

Po Chui Pagoda, which is on the top of, and in the centre of three remarkable hills—these hills make an island.

After passing Po Chui, Kim Shu Pagoda is distinctly seen, and then the Hummocks, which are two Domes close together.

The Sand Banks are very distinct, having dark yellow on them with heavy breakers at all times. The channels between them are from 4 to 5 miles wide, with a depth of 12 fathoms, and a light green-coloured water.

The tides are very strong, heavy overfalls existing all about the head.

These remarks must not be taken as sailing directions, but as suggestions.

SAILING DIRECTIONS FOR HO-HOW FROM HONGKONG BY THE TAYLOR ISLAND ROUTE (CLOSE-ROUNDER N.W. POINT OF HAINAN), BY COMMANDER COCHRANE, R.N., OF H.M.S. "LILY."

Shape a course for the Taylors Islands S. W. 1/2 W. When within 7 or 8 miles of the North Taylors, steer about W.S.W. till Mount Mo-fou is sighted, when the ship can gradually be hauled more to the westward, so as to pass about four miles to the northward of Mount Mo-fou bears S.S.E. 1/2 E., when steer about N.W. by W. for N.E. Point of Hainan. A line of breakers will now be seen clearly on the starboard hand. When approaching the N.E. Point, and within four miles of it, should you shoal to under 10 fathoms and be under 25 miles from the land, you should haul to the Northward nearer the breakers. When at

a distance of a mile or a mile and a half of the Point, keep nearly mid channel between the breakers and the land. As you near the Point, close the land a little, as shoal water extends from the breakers about half way to the Point. Abreast the Point, the North extreme of breakers bears E. by N. one mile. A reef awash at high water runs due North 1/2 a mile from the N.E. Point. The courses from the time of hauling up for the Point till abreast the North extreme of reef will probably be from N.W. by W. to N.N.W. 1/2 W.

The reef may be rounded at any convenient distance. The only known danger for several miles to the Northward of it is a small shoal which breaks in heavy weather and is said to have four fathoms on it, about 34 miles N.W. 1/2 W. of the N.E. Point.

The *Lily* rounded the reef at about 1/2 a mile with no bottom at 15 fathoms. At times the current off the Head runs 5 to 6 knots, sweeping sharply round to the Point. Owing to this, and to the narrowness of the Channel it is not advisable for any shipmaster to attempt the passage for the first time without a pilot. The shoal-water occasionally is very heavy.

When round the Point steer W. 1/2 S. This course should lead well clear of the shoals between Pochiu and Backsha Points, but if the current is running strong to the Westward a more Northerly course may be necessary as the West running stream often sets nearly S.W.

If ten fathoms or under are obtained when in the bay between Pochiu and Backsha Points the vessel's head should be turned to the Northward at once as she will be very close to the shoals, and possibly in calm weather the sea may not always break on them.

When abreast the fishing stakes of Backsha Point, which extend about 13 miles in a N.W. direction from the Point, steer in about S. 30° W. for the Hummocks, two extinct craters 6 or 7 miles inland on the Western side of Ho-how Bay.

A good anchorage, in 3 fathoms, will be found with the West Fort at the entrance of Ho-how river about twice its breadth off the end of the sand spit with the Hummocks bearing S. 29° W. end of sand spit S. 73° W.

(Signed) BARTLE E. COCHRANE, Commander R.N.

## Police Intelligence.

(Both Magistrate's Sitting.)

April 9, 1877.

ON THE SPREE.

George Knight, Frederick Abbott, John Kitta, and Alex. Grimaldi, seamen H.M.S. *Charibdis* were brought up by P.O. Sonblin Singh No. 568 under the following circumstances. The 1st defendant was seen with a curio box in his hand pursued by a Chinaman. He ran into a shop, but the keeper thereof ejected him and the Constable arrested him. He resisted him, however, struck him and bit him on the finger. The 2nd defendant came to him and tried to rescue the 1st defendant. The 3rd and 4th defendants also interfered and struck the Constable. The 1st defendant tried to prove mistaken identity. He was simply passing along and was taken up by mistake. The other defendants said they had no intention of interfering with the police. The 1st defendant was fined \$1 and to pay 50 cents amends. The others were fined 50 cents each.

UNLAWFUL POSSESSION.

Tang Afat and five others were brought up for stealing some poles from a mat-shed Theatre which had been pulled down at Apleeshow to be transferred to Aberdeen. The 1st defendant was fined 40s, or one month's hard labour. The others were discharged.

"IGNORANTIA LEGIS NEMINEM EXCUSAT."

The junk-master who was charged with having on board his junk a quantity of loaded stink-pots was again brought up today. After referring to the various enactments and proclamations on the subject, the Magistrate fined the defendant \$5.

LARCENY.

Kwan Aaw, coolie, and Wong Ahoi, a bricklayer, were brought up again for stealing \$22 from a coolie house at Saiyungpoo. The 1st defendant admitted that he had picked up a packet of silver, but it contained only \$16, and he gave it to the 2nd defendant who invited him to a brothel, and gave him only a few of the dollars. The 2nd also admitted the receiving, but that he did not know that the money was stolen property. The 1st was sent to one month's hard labour and to be twice flogged 10 strokes each time on the breast. The 2nd was sent to four months' hard labour.

A FOREIGN LOTTERY.

Ng Akwing, a shop-boy, was brought up for carrying on gambling, in that he had a quantity of books of the Wai-sing lottery. The defendant said he was employed in a shop at Macao and was sent over by his master with the books to deliver them to the parties addressed. The addressees were all subpoenaed to attend, but only a few were examined. They denied that they bought any of the lottery, but the addressees were there. The Magistrate said he had power to fine any one in possession of such books \$200, or send them to six months' hard labour in default thereof, but he would now treat the defendant as a rogue and vagabond and send him to one month's hard labour.

TRAFFIC IN WOMEN.

Lo Woh Yip, a married woman, and Leung Aai, a widow, were again brought up to answer the charge of bringing a woman into the Colony with intent to sell her to Singapore. It appeared from the enquiries made that the defendant's story was true, viz. that the 1st defendant was really the concubine of the 1st defendant's husband, and that she herself kidnapped down here. The girl herself admitted that the money she brought was false, but she did not because she wanted her freedom, as the 1st defendant had said that she would sell her to Singapore. The defendants were therefore discharged, and the prosecutrix fined \$40 or fourteen days' solitary confinement. A man came forward to claim the prosecutrix as her father, but she would not recognise him.

CHINA.

SHANGHAI.

(News.)

The French gunboat *Surprise* arrived on Saturday.

Mr Robert Hart, the Inspector-General of Customs, arrived yesterday (April 1st) from the North, by the steamer *Chin-lung*.

We understand that the Refugees who were encamped outside the South Gate left on the 27th March, for their native districts. The China Merchants Steam Navigation Company's str. *Hochung* came into port on the evening of the 28th ult., having been away between four and five months. When she left she was cleared for Swatow; thence she returned to Amoy and took coals to Singapore. From there she went to Penang, Calcutta, Madras and Rangoon; and on her northern passage called at Penang, Singapore, Hongkong, Amoy and Poochow.

The entries for the Shanghai Spring Race meeting closed on Saturday, as follows:—

CHU-KA-SU CUP	18
CRITERION STAKES	7
GRIFIN STAKES	60
JOCKEY CUP	22
BROOKS' CUP	15
TATFAR'S CUP	22
ROADSTER STAKES	18
GRAND ANNUAL STREPSHOAKS	10
SHANGHAI CUP	26
SHANGHAI DERBY	39
SPRING CUP	37
CONCORDIA CUP	20
RACE CLUB CUP	22
TATFAR CUP	32
HURDLE RACE	5
SHANGHAI CLUB CUP	46
GREAT NORTHERN PLATE	31
LADIES' PURSE	10
KIANGSU PLATE	47
CHAU-SHANG-KUO CUP	27
CONSOLATION CUP	47

The entrance fees amount to Tls. 3,625. The attendance on the Course on Saturday was very numerous, and was followed in rapid succession. Owing to the rain that has lately fallen, however, the course was somewhat soft; but the running was, nevertheless, good on the whole; and with the numerous entries above mentioned, and the acceptance may be expected, and good fields be produced at the post. So far, taken altogether, the coming meeting bids fair to be one of the most successful ever known in Shanghai.

H.B.M.'s gunboat *Midge* arrived yesterday (April 2nd).

The late Tartar General of Fokkien, accompanied by his family and a large suite of attendants, occupying two steam-gunboats, arrived at Shanghai on Sunday, en route for Peking. One of the vessels was moored in the stream, and the other laid alongside the wharf. The latter was housed in the dock being converted into a reception-hall; and nearly all day yesterday, the French Bund was enlivened by the arrival and departure of numerous visitors. The General will resume his voyage to Tientsin in the course of a day or two.

It seems that the Russian steamer *Putrak* grounded on the Blockhouse spit during Thursday night. Being unable to get off with her own power, three tug-boats and about half a dozen lighters went to her assistance. The greater part of her cargo, coals from Nagasaki, had been either lightered or jetisoned, and it was not until midnight on Sunday that she was towed off. During Saturday night a high sea was running, and one of the lighters was swamped, and it is expected that it will soon be raised. The *Putrak* came up the river yesterday (April 2nd) and anchored below the Naval Yard.

About 2.30 yesterday morning (April 2nd) a shocking attempt to murder was made on board a native boat on the Soochow Creek. Two boats were moored together, a man and woman forming the crew of one, and a man only that of the other. This man solicited the woman to come to his boat, but the request was overheard by her companion, who got up and interfered. The fellow immediately took up a heavy wood-chopper and attacked him savagely, fracturing his skull in two places and inflicting a severe scalp wound besides. An alarm was given, and the injured man was rescued and removed by the Police to the Shantung road Hospital, where he now lies in a dangerous condition. His assailant was apprehended and taken yesterday before the Mixed Court.

The Magistrate considered the case too serious for him to deal with, and sent both the accused and the woman into the City to be dealt with by the Chebien. The woman treats the affair with great coolness. On being questioned as to its commencement she merely said she saw the man begin to fight, and knew no more about it.

PEKING.

The "Ninth Prince," as the youngest of the four Imperial Princes was commonly called, died yesterday after a long illness. His official designation was Prince of Fu. He was uterine brother of the Prince of Ch'uan (the so-called seventh Prince, and the seventh Prince, he bore a high reputation for mildness and uprightness of character. He was about 35 years of age.

NEWCHWANG.

16th March. We have had no skating, and what is worse no business. Our couriers have loitered or been wind-bound, and now, just as we are hoping that the first steamer will soon arrive, we learn that the regular steamer (S. S. N. Co.) will be in the hands of the natives. Sportsmen have been successful, however; no less than four Bustards having succumbed to the guns of two good shots. Bowling must not be forgotten, and it is some satisfaction to place on record that for the first time in the annals of this port, the highest possible score has been attained. This occurred on 1st March, when the successful bowler, our worthy fellow resident, Rittler L. von Fries, placed the following totals to his already very high averages: 228, 215, 300, 201, and 42. Average, 235 points.

Snow has fallen much to the satisfaction of agriculturists, and the weather is not so intensely cold as it has been for the last three months. The river usually breaks up about St. Patrick's day, but as a rule the ice floats up and down with the tide till about 25th March, and we have known some years when it was not safe for wooden vessels to come into harbour before 1st April. This season looks like a late one.

22nd March. As usual St. Patrick's day did not leave the ice intact. The *Tekin* came on the 18th, and the *Foonchow* three days later; but even now there is a good lot of ice in the river, and natives don't like to risk cargo-boats. *Sam Shik* is the first pilot boat launched, but marks have not been put down yet of course. The *Lighthouse* is in position.

23rd March. Five vessels have arrived, the *Tekin*, *Chun-Adolph*, *Novichik*, *Cornelia*, and *Ida*, and *Macgregor*. The *Tekin* leaves to-day, with the line freight which the first steamer always obtains. The *Foonchow* will clear for Chioo and Swatow tomorrow. The

ice is still dangerous, at times, for vessels not made of iron.

Our market, after a collapse which lasted the whole winter, has opened at a high level, and some sales of 8,7 Grey Shirts have taken place at Tls. 1.40 to Tls. 1.50; English Drills at Tls. 2.20 to Tls. 2.25; Malwa, Tls. 4.40 to Tls. 4.45. Export produce remains awfully dear, and freights will have to be low to make it worth while for shippers to operate.

The C.M.S.N. Co. have an office in the native city, and talk of doing a regular steamer business. The *Miller*, by some other name, may perhaps keep up the line, but it is to be hoped the other great steamer Companies will compete.—N. C. D. News.

## STRIKE OF WHEELBARROW COOLIES AT SHANGHAI.

Yesterday (April 2nd) the doubled tax on wheelbarrows came into force, the coolies being now required to pay 400 cash each per month instead of 200. Nearly all of them have struck against the additional impost; and early yesterday, some hundreds, without their barrows, assembled in the precincts of the Mixed Court, and sought the advice and protection of the Magistrate. Chen at once hastened to the Central Police Station and reported the matter, but was of course told that the Police had no power to interfere; it was a Municipal order and must be carried out. It also appeared that nearly all the coolies were prepared with their ordinary tax of 200 cash each, which was all they had in their possession, and that although some of them were willing to pay the double tax, they were unable to do so for want of means. Others, again, evinced a determination to resist the increase, and several who had paid the 400 cash and received their license, were waylaid in the village opposite the Race-course in the course of the forenoon, and robbed of their ticket, which was instantly torn up and thrown away. On these facts becoming known to the Police, measures were taken to prevent such attacks, and constables were detailed to watch in all quarters.

The coolies continued to assemble in groups throughout the day, but no further outrages were reported, though it is not easy at present to foresee how the matter will end. As the day wore on, however, those who had money began to call for their licenses; but instead of the 800 or 1,000 who usually take them out on the first day, only about 200 obtained them. The sudden withdrawal from traffic of thousands of wheelbarrows gave the streets a peculiarly deserted look, though enhancing the inconvenience of drivers.—The increased tax on jinrikishas, from 400 cash per month to 600, comes into force to-day, and indications are not wanting to show that similar difficulties will arise with those vehicles. It seems to us that the increase is rather excessive, in both cases.

A few more wheelbarrow coolies paid their double tax yesterday (April 2nd), but the majority still hold out, and it is believed that many have gone home to their native districts.—The licensing of jinrikishas commenced at five o'clock yesterday morning, and contrary to expectation, their owners attended in large numbers throughout the day to pay the increased tax, thereby showing that the traffic is a profitable one. Nearly all the vehicles had received a fresh coat of paint or varnish for the occasion, which literally in hundreds of instances hid rotteness and insecurity, giving the inspectors much trouble to detect previously-rejected ones. All these were of course again rejected, each vehicle being marked as the license was refused; but the owners were in many cases equal to the emergency and by dint of scrubbing and scraping obliterated the marks and obtaining another runner presented the same vehicle two, or three times over. These attempts, however, did not succeed. Even with the reduction in numbers caused in this way, there is little probability of public inconvenience arising; for, we believe, the number of licenses will in future be unlimited.—N. C. D. News.

RIOT AT NINGPO.

We have a further account of the riot at Ningpo.

About 6 p.m., a Chinese ran to the Police Station, stating that there was a great row on the bridge, and that Antoine (the foreign toll collector) would be killed if assistance did not come. Mr. Golding (the Superintendent of Police) accordingly went down with a Chinese Constable and an Interpreter, and found a great crowd on the bridge and on the neighbouring ground. Having made his way to the collector's box, he saw a man lying covered with blood, on the counter. He wanted to take him away on a stretcher, to the doctor; but the crowd would not allow it, and he had to "kill the foreigners." They caught hold of the Interpreter, but a few respectable Chinese got near and called out that they (the Police) had nothing to do with the bridge; and at the same time told Golding to get away as fast as he could. There was again a cry of "kill, kill," and Golding was again told to go away, and deemed it wise to obey. He soon after met Colonel Cooke walking with the *mafo* leading his pony, and reported the circumstance. Colonel Cooke told him to return with him to the spot. They made their way to the collector's box, the crowd opening before them, and Colonel Cooke again tried to take the wounded man away to the doctor. A stretcher was called for and the man placed on it; but just as four coolies were about to lift him, another cry of "kill the foreigners!" arose. Cooke held up his hands and the people were quiet. He asked those near: "What did the people want? He wanted to try to save the man's life. Some of them cried, 'Let him stay till his friends come.' Cooke replied 'all right'; but the crowd again began to sway and press, getting up the metal cry. Suddenly, a rumble was heard as of a body of men approaching, and the cry arose, "here they come, the soldiers are coming." Cooke at once told Golding and the Interpreter to go as quick as they could; the people opened, and a fresh crowd came down at a run. Cooke was swept back twenty yards, and then he renewed loud shouts of "kill, kill!" A lot of soldiers and others surrounded him, saying, "We have you now," and one soldier caught him by his coat at the throat, and another behind, while a boatman seized his left arm. Fortunately, Colonel Cooke had with him a powerful dog, which he was holding by a handkerchief; and judging things were becoming pretty serious, knuckled down the man in front and slipped the dog, which sprang up with a roar! that made the others fall back, and caused an opening through which Cooke slipped and escaped followed by stones and yells of "kill, kill," into Mr. Cui's compound. Shortly afterwards

he was told the *mafo* had found his way home, and ordered him to take the pony home, sending by him a note for some of his soldiers. The people knew the *mafo*, and tried to get hold of the pony; but he luckily happened to dislike handling, and commenced rearing and kicking so that no one could touch him or the *mafo*, and they both got through. The message brought the soldiers, and when they arrived Colonel Cooke returned to the bridge, where H.B. M.'s Acting Consul had already arrived. At their appearance the people became quiet. Shortly after the Teetel and Chelien came down, and they had the wounded man removed into Antoine's house, where Dr. Mackenzie visited him. He said there was a chance for him, but a doubtful one as he had bled for so many hours; the row having begun about 6.30, and it being now about 9. The official party remained on the spot till about 1.30. Antoine and seven Chinese employes of the Bridge Co. were arrested during the interval, and this calmed the people, and probably prevented a more serious row.

The wounded man died the following day at 3 o'clock; and up to the night of the 30th the military authorities would not allow him to be placed in a coffin, but had him carried to the Tartar parade ground, where the Teetel has a camp—a bad proceeding, as the view of the body is likely to excite the people.

There seems no doubt that the late riot originated in the injudicious action of the toll collector, Antoine. There had been a procession in the Kampo (foreign Settlement) that day, and several theatres erected, causing a great influx of people. As usual, the bridge was doing its best to reap a great harvest, about sixteen Chinese being employed to collect cash from the passengers. Among the latter were a few soldiers who had had leave to visit their family graves, and were wearing their uniform. It was a Chinese custom that all officials and men in uniform should pass free over bridges, ferries, or wherever toll is payable; and that custom has been observed hitherto at the Bridge of Boats. One of the soldiers, however, seems not to have known of the custom, and tendered his 4 cash. Not content with what he might have regarded as a windfall, the toll-collector required that one (which was small or broken) should be changed; and when the man demurred, seized hold of him. Some pushing and pulling ensued, and when the other soldier saw their comrade being pushed, they began pushing too. Antoine on this struck out, whereon the soldiers seized him and began dragging him across the bridge. The bridge coolies came to his rescue, and a free fight ensued between them and the soldiers, who were by this time reinforced by other arrivals. One of the soldiers got a terrible wound on the head in the melée; and Antoine, who got free, had to run for his house.

What followed has been already described. What has yet to come, it is difficult to predict. It is needless to say the bridge is free up to this.—It would not be safe to attempt to collect cash just at present—and it is reported that the Chinese are determined that it shall remain free, or be removed.

From the fault of the management, the bridge has always been unpopular. It is generally understood that one of the conditions of its erection was that the proprietors should pay a fixed sum in compensation to the ferry-men who used to ply at the spot; but that the agreement was never carried out. Then the Chinese wanted to buy the bridge in order to free it; but such an outrageous price was demanded that it could not be entertained; and the result of these things was that a free ferry was started alongside, which at once took away nine-tenths of the business. It remains to be seen what will be the end of the present trouble. The Chinese are said to be determined that either the toll or the bridge shall come to an end, this time; and unless some understanding is come to, a further and worse row is quite among the possibilities.—N. C. D. News.

JAPAN.

YAGASAKI.

(Cosmopolitan Press, March 28th.)

In an attack upon the Imperial troops made by the Satsuma men near Utsuki, they resorted to an old stratagem to overcome their opponents, by dressing up figures in uniform, and composed of straw, which were pushed forward by good marksmen, concealed behind them which considerably awed the Imperialists, by their immobility and sure aim. The result of this stratagem was, killed 1,400, wounded 3,000. The sketch of the scene is before us, and we would be glad to reproduce it if we had space.

The first boat load of wounded men, was a novelty to many on-lookers, and the boat was crowded on Saturday last by natives, and a few foreigners. The horrid sight has now become so common that it calls for but little attention.—It is positively wonderful to witness the stoicism of these men under suffering.—The American Indian could not display greater immobility of countenance, than did the wounded men; some with their arms out of the sword, and suffering under other bodily wounds, not a groan was heard from any of them, as they were being landed from the coal barges which brought them on shore, and those whose legs were not wounded, pluckily walked the wretched plank, the only accommodation there is for landing. The men looked as if they had done their work, and would do it again if they had the chance.

THE INSURRECTION IN JAPAN.

(Tokio Times.)

So far as the public are allowed to know, the situation at the south-west has undergone few changes since our issue of last week. The Imperial troops had then effected a landing at more than one point in the rear of the insurgents, and it is evident that they hold without difficulty every position they have gained; but at the same time, the advances toward the rebel centre, where Saigo is stationed, are extremely slow. The daily contests continue, though no battle of real magnitude is yet reported. The important information that was confidently looked for last Monday has not been received, and the prospect of its arrival is not so definitely announced. Great caution is observed by all connected with the government in speaking of the condition of affairs and the progress of events, but we find no reason to suppose that any doubts are entertained as to the result of the ultimate struggle, which, we are given to understand, is deferred from a prudent desire to avoid needless risks and to avert the sacrifices that might follow a premature display of the strength which it is supposed to possess in such force as it is possible to bring against it.

termination of the strife without excessive waste of human life. It appears certain that the party of revolt has made no single forward step within the last fortnight. New light will presently be thrown upon the attempt to involve certain high officers of government in a pretended plot for the assassination of Saigo Takamori. A rigid examination of the circumstances under which the signatures were obtained to the preposterous "confessions" of the alleged conspirators at Kagoshima is now progressing in Tokio. The police agents aver that their admissions of guilt were extorted from them by intolerable torture. The temporary headquarters of the Navy have been removed from Kobi to Nagasaki. A bureau for the transaction of business connected with the forthcoming Exposition in France has been opened at the Nai Mu Sho (Home Department) in this city. The Emperor and his family, with the majority of the government, remain at Kyoto. A course of fortnightly lectures was inaugurated last Saturday evening at the Kai Sei Gakko, under unpleasant conditions, the Japanese participants in the exercises having shown great and unprovoked rudeness.

The principal advantage gained during the week by the national troops is said to have been the dispersal, on the 26th inst., of the rebel force occupying a portion of the ground between Kumamoto and Utsuki. They were pursued to a considerable distance eastward, and were effectually prevented from rejoining the main body in the southern suburbs of the invested city.

MR PEPPYS AND HIS FAILINGS.

The "Pall Mall Gazette," in a review of a recent new edition of "Peppys Diary," makes the following reference to an "anxious" weakness of the diarist:—"Another failing which he has freely confessed, but for which, we regret to say, he shows little contrition, is a tendency to 'gallivanting,' we may call it, but perhaps unbridled, when he was young. He got from under the range of Mrs. Peppe's eye, and within range of any prepossessing her, or with unblushing candour, expressed his regret that he did not. His recorded headaches are more than we should care to count, but his kisses defy computation. He seems to have pretty nearly kissed his way back from Cambridge when he went to see his brother John. No sooner has he landed in Holland than we find him kissing 'two very pretty ladies, with black patches, who were in the coach with him. And on his way home at Gravesend he observed, 'a good handsome wench, the first I have seen a great while,' and promptly refreshed himself. At Chatham, again, showing some ladies over the *Royal Sovereign*, he put them into the lantern and kissed them, 'demanding it as a fee.' One of them, Mrs. Rebecca Allen, especially took his fancy, and he had little pleasure in a 'fine collation' for the intention of my mind upon her." However, he was exceedingly merry, and had the opportunity of kissing Mrs. Rebecca very often. Next morning, even before breakfast, the roguish was at it again. 'I did again, please myself with Mrs. Rebecca,' and then he left for London, 'a little troubled to part with her, for which I do forgive me.' Dining at a tavern with Mr. Oread and Moore, 'I saw the girls of the house, being very pretty, go into a chamber, and I went in after her and kissed her.' In short, he never let an opportunity slip. No one will sympathise with him when he complains that 'the mayde that my wife hath lately hired is very ugly, so that I cannot care for her; and everyone, with any sense of justice, will rejoice when he reads of Peppe's coming in and catching a Frenchman kissing Mrs. Peppe, which curiously he 'did not like' and of his 'meeting a French footman who was in quest of my wife, and spoke with her privately, but I could not tell what it was, only my wife promised to go to some place to-morrow morning, which did trouble my mind how to know whether it was.' No man stood more in need of a practical illustration of 'Saves for the gods,' than Portsmouth on which she wished to accompany him, while he wished her to go to Brampton; but virtue was not triumphant here any more than on the Restoration stage, and 24 hours later we find Peppe at Portsmouth kissing Mrs. Pierce."

Quotations.

HONGKONG, April 9, 1877.

OPIMUM.—New Bazaar, cash, \$550.

New Bazaar, cash, \$475.



**HONGKONG MARKET PRICES.**  
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(Back of Club).

at the end of the work affords a means of reference to the reader.

"	Red for pickling	50
Carrots, Salt	cash	20
Carrots, Fresh	cash	25
Cauliflower,	cash	30

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